the vehicle from lateral impact, and each of said first and second cushion portions are fabricated separately from the first sail portion; and

wherein the first cushion portion comprises a first sail port, a first end of the first sail portion being attached to the first sail port.

49. The apparatus of claim 48, wherein the second cushion portion comprises a second sail port, a second end of the first sail portion being attached to the second sail port.

50. The apparatus of claim 49, wherein the first sail portion is attached to the first and second sail ports by an attachment method chosen from the group consisting of sewing, RF welding, chemical bonding, and adhesive bonding.

51. The apparatus of claim 50, wherein the first sail portion is RF welded to the first and second sail ports.

52. The apparatus of claim 49, wherein the first sail portion forms a substantially gastight seal with the first and second sail ports, thereby maintaining the first and second cushion portions substantially in the inflated configuration during a rollover of the vehicle.

53. The apparatus of claim 48, wherein the first and second cushion portions each comprise a polymer coating covering at least a portion of an inner surface of the first and second cushion portions;

the first sail portion comprises a polymer coating covering at least a portion of an outer surface thereof; and

wherein portions of the polymer coatings of the first and second cushion portions are RF welded to mating portions of the polymer coating of the first sail portion.

54. The apparatus of claim 48, further comprising:

a third cushion portion having deflated and inflated configurations;

a second sail portion connected between the second and third cushion portions, the second sail portion being adapted to provide passage of gas from the second cushion portion into the third cushion portion; and

wherein the third cushion portion is positioned proximate a third lateral surface of the vehicle in the inflated configuration, so as to protect an occupant of an extra seat of the vehicle from lateral impact, and the third cushion portion and the second sail portion are each fabricated separately from each other and from the first cushion portion, the second cushion portion, and the first sail portion, and the second sail portion is RF welded to the second and third cushion portions.

55. A safety restraint apparatus for protecting occupants of a vehicle, the apparatus comprising:

a first cushion portion having deflated and inflated configurations, the first cushion portion being adapted to receive gas from a source of pressurized gas, the first cushion portion further being positioned proximate a first lateral surface of the vehicle in the inflated configuration, so as to provide protection from lateral impact;

a second cushion portion having deflated and inflated configurations, the second cushion portion being positioned proximate a second lateral surface of the vehicle in the inflated configuration, so as to provide protection from lateral impact;

a first sail portion connected between the first and second cushion portions, the first sail portion being attached to the first and second cushion portions in substantially gastight fashion to provide passage of gas from the first cushion portion into the second cushion portion;

wherein the first sail portion is fabricated separately from the first and second cushion portions, the first sail portion being attached to the first and second cushion portions,

and the first and second cushion portions each comprise a polymer coating covering at least a portion of an inner surface of the first and second cushion portions, the polymer coatings of the

first and second cushion portions each being RF welded to a corresponding polymer coating on an outer surface of the first sail portion.

56. A safety restraint apparatus for protecting occupants of a vehicle, the apparatus comprising:

a source of pressurized gas;

a first cushion portion having deflated and inflated configurations, the first cushion portion being adapted to receive gas from the source, the first cushion portion comprising a polymer coating covering at least a portion of an inner surface of the first cushion portion being positioned proximate a first lateral surface of the vehicle in the inflated configuration, so as to protect an occupant of a front seat of the vehicle from lateral impact;

a supply tube comprising a polymer coating covering at least a portion of an outer surface of a first end of the supply tube being connected between the first cushion portion and the source and adapted to provide a substantially unrestricted flow of gas therebetween, the supply tube being fabricated separately from the first cushion portion and formed of a substantially flexible material; and

wherein the supply tube is attached to the first cushion portion by an attachment method chosen from the group consisting of sewing, RF welding, chemical bonding, and adhesive bonding.

57. The apparatus of claim 56, wherein the polymer coatings of the first cushion portion and the supply tube comprise a urethane-based substance.

58. The apparatus of claim 56, wherein a portion of the polymer coating of the first cushion portion is RF welded to a mating portion of the polymer coating of the supply tube.

59. The apparatus of claim 56, wherein the first cushion portion and the supply tube are substantially constructed of different materials.

60. A method for manufacturing a safety restraint apparatus for a vehicle, the method comprising:

providing a first cushion portion having a first sail port adapted to receive and retain pressurized gas;

providing a second cushion portion having a second sail port adapted to receive and retain pressurized gas;

providing a first sail portion adapted to permit passage of gas between first and second ends of the first sail portion; and

connecting the first sail portion to the first and second cushion portions to form an integral safety restraint apparatus;

wherein connecting the first sail portion to the first and second cushion portions comprises attaching the first end of the first sail portion to the first cushion port and attaching the second end of the first sail portion to the second cushion port.

61. The method of claim 60, wherein the first and second ends of the first sail portion are attached to the first and second cushion ports by an attachment method chosen from the group consisting of sewing, RF welding, chemical bonding, and adhesive bonding.

62. The method of claim 60, further comprising forming a polymer coating covering an inner surface of each of the first and second cushion portions, an outer surface of a first end of the first sail portion and an outer surface of a second end of the first sail portion.

63. The method of claim 62, wherein connecting the first sail portion to the first and second cushion portions comprises RF welding portions of the polymer coatings of the first and second cushion portions to mating portions of the polymer coatings of the first and second ends of the first sail portion.

64. The method of claim 60, wherein the first sail portion is fabricated substantially of a material different from that used to substantially fabricate the first and second cushion portions.

65. The method of claim 60, further comprising:

providing a third cushion portion adapted to receive and retain pressurized gas;

providing a second sail portion adapted to permit passage of gas between first and second ends of the second sail portion; and

connecting the second sail portion to the second and third cushion portions.

66. The method of claim 65, wherein connecting the second sail portion to the second and third cushion portions comprises RF welding a first end of the second sail portion to the second cushion member and RF welding a second end of the second sail portion to the third cushion member, such that the third cushion portion may receive gas from the second cushion portion.